Listing of Claims

1. (currently amended) A connecting rod for an engine comprising:

a connecting rod body having a pin bore formed in one end and a crank arm bore formed in an opposite end;

wherein said opposite end has a squirt hole formed therethrough, said squirt hole having a first and second bore, said first bore having ~~with~~ a first end ~~of the squirt hole~~ facing the crank arm bore, said first end having a first diameter, and said second bore having a second end ~~of the squirt hole~~ facing away from the connecting rod at a desired angle for squirting oil, said second end having a second diameter; and

wherein ~~said second end of the squirt hole has a diameter at least as large as the diameter of said first end of the squirt hole~~ said second diameter is larger than said first diameter.

2. (cancelled)

3. (cancelled)

4. (original) The connecting rod of claim 1, wherein said crank arm bore includes a burr catcher pocket intersecting the first end of the squirt hole to prevent the formation of burrs in the machining of the crank arm bore.

5. (original) The connecting rod of claim 1, wherein said opposite end includes a cap portion partially forming said crank arm bore.

6. (currently amended) The connecting rod of claim 5, wherein said cap is ~~separated~~ configured for separation from the body by a fracture~~,~~ and is ~~bolted~~ boltable to the body.

7. (withdrawn) The connecting rod of claim 1, wherein said diameters of the first and second ends of the squirt hole are equal, and the connecting rod further comprises a nozzle pressed into the squirt hole.

8. (withdrawn) The connecting rod of claim 7, wherein said nozzle is appropriately 6 millimeters in length.

9. (withdrawn) The connecting rod of claim 7, wherein the nozzle has a nozzle hole with a length to diameter ratio of approximately 4:1.

10. (withdrawn) The connecting rod of claim 7, wherein said nozzle comprises a material selected from the group consisting of copper, brass and aluminum.

11. (withdrawn) The connecting rod of claim 7, wherein said nozzle is secured in the squirt hole by an interference fit.

12. (cancelled)

13. (currently amended) A connecting rod for an engine comprising:

a connecting rod body having a pin bore formed in one end and a crank arm bore formed in an opposite end;

wherein said opposite end has a squirt hole having a first and second bore, said first bore having a first end with a first diameter and said second bore having a second end with a second diameter, said squirt hole formed therethrough with ~~a~~ said first end ~~of the squirt hole~~ facing the crank arm bore and ~~a~~ said second end ~~of the squirt hole~~ facing away from the connecting rod at a desired angle for squirting oil;

wherein said second ~~end of the squirt hole has a~~ diameter ~~at least as large as the diameter of said first end of the squirt hole~~ is greater than said first diameter ~~of the first end of the squirt hole~~; and

wherein a cap portion of the body ~~is fractured~~ has a fracture line for facilitating separation of said cap portion from the body, and ~~then bolted~~ is boltable onto the body to form the crank arm bore.

14. (cancelled)

15. (cancelled)

16. (original) The connecting rod of claim 13, wherein said crank arm bore includes a burr catcher pocket intersecting the first end of the squirt hole to prevent the formation of burrs in the machining of the crank arm bore.

17. (withdrawn) The connecting rod of claim 13, wherein said diameters of the first and second ends of the squirt hole are equal, and the connecting rod further comprises a nozzle pressed into the squirt hole.

18. (cancelled)

19. (withdrawn) A method of manufacturing a connecting rod comprising:

forming a body having a pin bore in one end and a crank arm bore in an opposite end, wherein said body has a cap portion partially forming the crank arm bore; and

drilling an oil squirt hole into the body from the outside without removing the cap portion.

20. (withdrawn) The method of claim 19, wherein said drilling comprises first drilling a relatively large hole partially through the body, and then drilling a smaller hole connecting the large hole with the crank arm bore.

21. (withdrawn) The method of claim 19, further comprising fracturing the body to form a cap portion at said opposite end, and bolting said cap portion to the body.

22. (withdrawn) The method of claim 19, further comprising machining a burr catcher pocket in the crank arm bore intersecting the first end of the squirt hole to prevent the formation of burrs during machining of the crank arm bore.

23. (withdrawn) The method of claim 19, further comprising pressing a nozzle into the squirt hole.

24. (new) The connecting rod of claim 1, wherein said first diameter is approximately 1.5 millimeters and said second diameter is approximately 4 millimeters.

25. (new) The connecting rod of claim 24, wherein the ratio of the length of said first bore to said first diameter is approximately 4:1.